

WINE AND SPIRIT
MERCHANT
CHAZALON & CO.
MAKERS
AND
FRENCH
PRESERVES
IMPORTERS.
QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1846

Don't Forget
TO ORDER THE
'OVERLAND
CHINA MAIL
BEFORE GOING HOME.

No. 13,722.

號二月四年七零百九千一英

HONGKONG, TUESDAY, APRIL 2, 1907.

日十二月二年丁

PRICE, \$3.00 Per Month

Intimations.

NOTICE.

FORMS
in connection with the
FORTHCOMING EDITION
OF

**'WHO'S WHO IN
THE FAR EAST'**

must be forwarded by return
of post to ensure insertion.

THE PROPRIETORS.

Hongkong, March 28, 1906.

NOTICE.

WE have this day taken Mr. GUY
BLOOD into PARTNERSHIP.
PALMER & TURNER.
Hongkong, April 1, 1907.

NOTICE.

WE have this day authorized Mr. HER-
MANN OLDENBURG,
and
Mr. CARL GUSTAV HEINRICH RIECK
to Sign per procuracy the name of our
Firm.
MEYER & CO.
Hongkong, April 1, 1907.

NOTICE.

MR EDWARD JOHN CHAPMAN has
been authorized to Sign our Firm
per procuracy (in and after 1st April,
1907).
LINSTEAD & DAVIS.
Hongkong, April 1, 1907.

SUMMER SEASON, 1907.

Alternating Current Fans.

REDUCED PRICES.

4 Blade Ceiling Fan, 3 speeds,.....@ \$80.00
2 Blade Ceiling Fan, 3 speeds,.....@ \$75.00
2 Blade Ceiling Fan, 2 speeds,.....@ \$65.00
Attachments for 1, 2, or 4 lights, extra.
12 inch Desk Fan, with cord and
plug@ \$26.00
16 inch Desk Fan, with cord and
plug@ \$36.00
A certain number of Secondhand Fans
are for sale or hire, particulars of which
will be furnished on application.

HONGKONG ELECTRIC CO., LTD.
Office: St. George's Building.
Works: Wing Fung Street, Wanchai.
Hongkong, April 1, 1907.

WANTED.

A COMPETENT DRAUGHTSMAN
for Architects Office. Apply by
letter stating former experience to
'A. B. C.'
Care of 'CHINA MAIL' Office.
Hongkong, March 28, 1907.

WANTED.

LADY TYPIST, able to write shorthand.
Reply stating speeds, previous experi-
ence and salary required.
Address: B. Box 38 B.,
Hongkong.
Hongkong, February 27, 1907.

OLD BEDFORDIANS DINNER.

It is proposed to hold an OLD BED-
FORDIAN DINNER at the PEAK
CLUB, on SATURDAY, the 13th day of
April, 1907.
It is requested that those willing to at-
tend notify

B. A. THOMPSON,
Capt. 3rd Middlesex,
Hon. Secretary.
Hongkong, March 27, 1907.

CHINESE IMPERIAL GOVERNMENT

SILVER LOAN OF 1886, E.
4.5% HALF YEARLY DRAWING.
INTEREST DUE AND DRAWN BONDS
of this LOAN will be Payable at the
Office of the Corporation on or after the
2nd April, 1907. List of Drawn Bonds can
be obtained on application to the Under-
signed.
For the HONGKONG & SHANGHAI BANKING
CORPORATION
Agents issuing the Loan,
J. R. M. SMITH,
Chief Manager.
Hongkong, March 30, 1907.

NOTICE.

NOTICE IS HEREBY GIVEN that the
CHINESE MAIL (Wah Yee Kuo Po)
is NOT RESPONSIBLE for any debt or
debts contracted by its employees, and that
all documents regarding Money Matters,
Loans, Mortgages, Letters of Guarantees,
&c., require two of the following signatures:
LUI HING NAM.
NGAN HANG PO.
For the CHINESE MAIL,
LI SUM LING,
Manager.
Hongkong, February 1, 1907.

Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,333 tons, Captain H. D. Jones.
s.s. POWAN, 2,333 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,260 tons, Captain G. Lloyd.
s.s. KINSHAN, 1,995 tons, Captain B. Branch.
s.s. HEUNGSHAN, 1,498 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m.
(Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday,
at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday,
Thursday and Saturday, at 5.30 p.m.
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. SUI-AN, 1,651 tons, Captain E. H. Grainger.
s.s. SUI-TAI, 1,651 tons, Captain G. F. Morrison.
Departures from Hongkong to Macao on week days (from the 2nd April) at 7.30 a.m. from
Douglas Wharf and at 2 p.m. from the Company's Wharf. On Sundays Special
Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from
Macao at 5 p.m.

The Company also run a steamer from Macao on Sunday morning at 7.30 a.m. and from
Hongkong at 1 p.m. from the Company's Wharf.
Departures from Macao to Hongkong on week days (from the 1st April) at 7.30 a.m.
and 2 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 2,19 tons, Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NATION- AL COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAI-NAM, 688 tons, Captain J. Wilcox.
s.s. NANNING, 669 tons, Captain A. McKinnon (at Deck).
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday,
and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Horse Mansions, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

REGULAR.

HONGKONG-CANTON LINE OF STEAMERS

COMPAGNIE FRANCOISE DES
INDES ET DE L'EXTREME ORIENT.
S.S. 'PAUL BEAU', 1,930 tons, 14
knots.
S.S. 'CHARLES HARDOUN', 1,930
tons, 14 knots.
THE STRONGEST, MOST LUXURIOUSLY
APPOINTED AND PUNCTUAL STEAMERS
ON THE LINE.
Departure from Hongkong at 9.30 p.m.
(Sundays Excepted).
Departure from Canton at 5.15 p.m.
(Sundays Excepted).
These superb steamers carrying the
French Mail are fitted throughout with
Electric Light and Fans and were specially
built for this trade. Excellent cuisine.
The COMPANY'S WHARF is at the end of
WING LOK STREET (tram station).
For further particulars, please apply to
E. PASQUET & CO., Canton Agents.
BARRETO & CO., Agents.
Hongkong, April 1, 1907.

STRAND HOTEL, TSINGTAU.

TELEG. ADDR.: Codes A.B.C.
'STRANDHOTEL'
'5th Edit.'

OPEN FROM 1st of May, till End of October.

MODERATE PRICES.
CONCERTS TWICE A WEEK ON THE BEACH.
'LAWN TENNIS'.
EXCELLENT CUISINE AND WINES.

For Terms, apply to

F. OSTROW, Manager.
Hongkong, March 27, 1907.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1905,
£27,837,113
I—Authorized Capital £3,000,000
Subscribed Capital £2,760,000
Paid-up Capital £287,500 0 0
II—Fire Funds £3,386,720 19 8
III—Life & Annuity Funds £8,769,898 8 5
£27,837,113 8 1
Revenue Fire Branch— 2,061,044 19 8
Life & Annuity 1,718,808 19 10
Branches— £3,779,858 19 8
The Accumulated Funds of the Fire and
Life Departments are free from liability in
support of each other.
SHEWAN, TOMES & CO.,
Agents.

FOR SALE.

TWELVE NEW and Strongly-built
Hongkong CARGO LIGHTERS—
four of 200, two of 150, four of 120, two
of 100 tons capacity; now lying completed
in Wanchow, Cheong.
Apply
RAMSEY & CO.,
12 Pottinger Street.
Hongkong, March 12, 1907.

LABUAN COAL.

THE LABUAN COALFIELDS COM-
PANY, LTD., are now prepared to
supply Steamers at LABUAN, with Good
Fresh Quality LABUAN COAL, double
screened and straight from the Mines.
For further particulars, apply to
BRADLEY & CO.,
Agents.
Telegraphic Address:—
'LABOR', Labuan,
Hongkong, March 12, 1907.

PATELL & CO.,

SHAMEEN, CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL

DEALERS IN
WINES and SPIRITS.

Export & Import Merchants,
AND
Commission Agents.

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road,

EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.
FOR TERMS APPLY TO THE MANAGER.

CAMPBELL, MOORE & CO., LIMITED.

JUST RECEIVED
NEW CONSIGNMENT
Kaloderma Cream, Powder,
Dentrifice, Soap and
Perfumes
ALSO
PERFUMERY
From other Well-known Manufacturers.

THE PERFECT LUBRICANT. Fleming's Patent Solidified Oil.

SAVES TIME AND MONEY.

Used throughout the World on nearly all the Steamers of the First-class Lines, to
the entire satisfaction of Engineers and Owners.

THE MOST ECONOMICAL LUBRICANT KNOWN.
ABSOLUTELY PURE AND PERFECT IN EFFICIENCY.
GUARANTEED FREE FROM ACID AND WATER.
DOES NOT MELT (OR RUN) UNDER 212° FAHR.

A. B. FLEMING & CO., Ltd., Patentees & Manufacturers,
CAROLINE PARK, EDINBURGH.

Sole Local Agents...
BRADLEY & CO., 4, Queen's Building, HONG KONG.

LANE, CRAWFORD & CO.

HAVE JUST RECEIVED A NEW SHIPMENT OF

LACE CURTAINS,

4, 4½ and 5 Yards Long
\$4.25, \$5, \$5.50, \$6, \$6.50 Per Pair.

NEW CURTAIN MUSLINS LACE and INSERTION

Broche Lace Edged. Figured Etruscan.

LANE, CRAWFORD & CO.
Hongkong, March 16, 1907.

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,
SOLE AGENTS.

Hongkong, March 2, 1906

KELLY & WALSH, LTD.

JUST PUBLISHED.

The Luck of the Leven, by Mrs
Campbell Prasad \$1.50
The Duke's Dilemma, by Sir W.
Magray 1.50
In the Cause of Freedom, by A. W.
Marshmont 1.50
The Little Squire, by Mrs H. De La
Pasture 1.50
The Far Horizon, by Louis Malet 1.50
The Soul Stealer, by C. Ranger Gull
Prisoners, by M. Chalmers-deley 1.50
The Lady Evelyn, by Mrs. Pemberton
As Ye Have Sown, by Ed. Wyllarde
The Treasure of Heaven, by Marie
Correll 1.50
Chippings, by Conan Doyle 1.50
I Know a Maiden, by E.M. Albanesi 1.50
The Diamond Ship, by Max
Pemberton 1.50
The Lonely Lady of Grosvenor
Square, by Mrs H. De La Pasture 3.75
The King's English 1.50
How to become a Qualified Account-
ant, by R. A. Witty 1.50
Ammonia and its Compounds, by J.
Grossmann 1.75
Character, or the Power of Prin-
ciples, by F. H. Randall 2.00
Sir Benjamin Stone's Pictures Re-
cords of National Life and History
2 Vols. 10.00

A. LING & CO., FURNITURE STORE

HAVE THIS DAY
MOVED TO
No. 19, QUEEN'S ROAD CENTRAL,
(Next to
(Kuen and Kohor),
Hongkong, February 1, 1907.

SEE WOO

TAILOR, DRAPER AND
OUTFITTER
HAS REMOVED to new premises, 14,
QUEEN'S ROAD CENTRAL
Hongkong, January 16, 1907.

CHEONG SHUNG. JEWELLERS & EXPORTERS

DEALERS IN
VALUABLE CHINESE JADE
STONE,
GOLD-MOUNTED WARES
OF ALL KINDS.
Prices Very Moderate.

No. 39A, QUEEN'S ROAD CENTRAL,
HONGKONG.
Hongkong, March 13, 1907.

榮 CHEE WING & CO. 致

27, 28 and 29, LEE YUEN STREET (WEST),
HONGKONG.
DEALERS IN
ALL SORTS OF COPPER, BRASS, STEEL,
IRON WARE &c.
STEEL GIRDERS AND TEES,
CORRUGATED IRON, FIG IRON, &c.
Suitable for
SHIP, ENGINEERS AND HOUSE BUILDERS.

CARMICHAEL AND OLARKE.

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS
REPAIRS PROMPTLY ATTENDED TO.
TELEGRAMS: 'CARMICHAEL', HONGKONG
A. B. C. Code, 4th Edition.
A. I. Code.
Hobbs' Standard Code.
TELEPHONE, 233.

GREEN ISLAND CEMENT CO., LD PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS

FAIRALL & CO.

SPECIAL LINES

IN
SUMMER TWEEDS, SERGES and
FLANNELS

Suitable for the
PRESENT SEASON.

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
MODERATE TERMS AND NO EXTRAS.
H. HAYNES, Manager.

OCCIDENTAL HOTEL

KOWLOON.
A QUIET, COMFORTABLE, COOL and WELL-FURNISHED HOTEL for
RESIDENTS and TOURISTS.
ELECTRIC LIGHT and FANS THROUGHOUT.
Bathroom attached to Each Room. Cuisine under direct European Supervision.
Terms Very Moderate.
For Special Terms for Families and Monthly Boarders
Apply to—
E. G. JORDAN, Manager.

BALTIMORE HOTEL

HONGKONG.
MANAGED ON AMERICAN PLAN.
Being in the Business center of the town is the FAVORITE HOTEL with visitors
from Manila.
Terms Moderate.
TABLE UNDER DIRECT EUROPEAN SUPERVISION.
Special Terms for Families and Parties.
Apply to—
E. G. JORDAN, Manager.

BADMINTON SMOKING MIXTURE.

WARDEN SMOKING MIXTURE,
In 1/4 lb. and 1/2 lb. Tins from R. & J. HILL, LTD.

SAMPLES ON APPLICATION.

ALSO

IMPERIAL CIGARETTES in tins of 50.

VICTORIA DISPENSARY.

MEE CHEUNG,
ART PHOTOGRAPHER.

AMATEUR DEPARTMENT.

HAS received an entire New Stock of Plates, Films, Papers, Developing Powders,
Toning and Fixing Baths, Printing Frames, Negative Boxes, Dark Room Lamps
and Haver Mountant.
Hongkong, April 2, 1907.

W. BREWER & CO.

PEDDER STREET
(ADJOINING MAIN ENTRANCE HONGKONG HOTEL).

20 Recent Novels—Colonial Editions \$1.50 each.

In Cause of Freedom, by Markham.
The Locomotive, by Whitehead.
The Sign of Society, by Vaughan.
The Baxter Family, by Askew.
The Fighting Chance, by Chambers.
The Secret of the Square, by Le Quen.
Running Water, by Mason.
The Luck of Laura, by Campbell Prasad.
The Slave of Silence, by White.
Peers or People, by Stead.
His People, by Graham.
Don't Dream, by Higgins.
Lucy of the Stars, by Palmer.
Treasure of Heaven, by Marie Correll.
The Jungle, by Sinclair.
The Fate of the Footlights, by Wyndham.
The House of the Crescent, by Sergeant.
The Mill, by Beethoven.
Wayside Talks, by Wagoner.
Miss Desmond, by Van Vorst.

Maps and Wall Directory of Central Hongkong, on Roller, \$10.00.
Tennis, Cricket, Base Ball and Games of all Kinds.

EGYPTIAN CIGARETTES.

Fribourg and Treyer

\$4.25 per tin 100.

SOLE AGENTS:

Caldbeck, Macgregor & Co.,

15, QUEEN'S ROAD CENTRAL.

His Britannic Majesty's Ships on the China Station

Tons.	Guns.	L.H.P.	Captain.	Law retained.
1700	12	3000	Comdr. E. L. T. Latham	Hongkong
4350	10	9000	Captain S. L. Van-shan Lee	Shanghai
710	2	800	Lieut.-Comdr. Davidson	Yangtze
710	2	800	Lieut.-Comdr. Mober	Yangtze

1700	12	3000	Comdr. E. La T. Loutham	Hongkong
4380	10	9000	Captain S. L. Yau-han Lee	Shanghai
710	2	900	Lieut. Comdr. Davidson	Yangtze
710	2	800	Lieut. Comdr. B mber	Yangtze
1070	6	1400	Comdr. B L Majendri	Hongkong

10790	6	1400	Capt. H. D. Willet, D.S.O.	Hongkong
390	4	670	Lieut.-Comdr. Houches	Hongkong
4360	10	7000	Capt. Orant Dalton	Hongkong
276	6	4000	Lieut.-Comdr. Cox	Wahaiwei
276	6	4900	Lieut.-Com. Henneker Heaton	Wahaiwei
280	6	3800	Lieut.-Comdr. W. H. Darwall	Wahaiwei
9000	14	22,000	Capt. De Horsey	Singapore
14,000	4	10,000	Capt. Cecil F. Thunberg, R.N.	Hongkong
416	4	1200	Lieut. E. V. R. Dugmore	Tientsin
280	6	4000	Capt. A. J. Tuke	Hongkong
180	2	900	Lieut.-Com. R. F. Vaughan	West River

350	6	8300	Lieut.-Comdr. J. Kiddie	Wahaiwei
2400	—	—	Capt. Woolcombe	Wahaiwei
825	6	650	Comdr. C. E. Monroe	Hongkong
85	2	240	Lt.-Comdr. C. C. Walcott	Wahaiwei
85	2	240	Lt.-Com. H. T. Attey	Wahaiwei
85	2	240	Lt.-Comdr. Lynne	Hongkong
—	—	—	Capt. C. J. Eyres	Hongkong
250	6	6800	Reserve	Hongkong

4800	6	—	Commodore Williams	Hongkong
180	2	800	Lt.-Comdr. R. Secretan	Yankee
710	2	900	Lieut.-Comdr. West	Shanghai
865	6	8300	Lieut.-Comdr. Stevenson	Wellsfleet
620	—	450	Lieut.-Comdr. R. W. Glenie	Hongkong
300	6	6800	Comd.-Com. C. E. L. Thomas	Wellsfleet
195	2	800	Lt.-Comdr. G. B. Spicer-Simon	Upper Yangtze
160	2	600	Lieut.-Com. J. W. Nicholson	Upper Yangtze

160	2	500	Lieut. Com. Jno. F. Knox	Upper Yangtze
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Moore, Commander-in-Chief,

War on the China and Japan Station

	Tons.	Guns.	H.P.	Captain.

1850	12	8000	Capt. Ferdinando Bublay	Hongkong
1850	19	8000	Captain E. Koerber	Singapore
1796	10	1700	Lieut. Ferrot	Haiphong
—	—	—	Lieut. Merle	Napoleon
8000	—	—	Capt. Fournier	Saigon
—	—	—	Commander Kerihuel	Cape St. James
123	—	500	Lieut. Jeannel	Caston

	645	10	100	Lieut. E. West	Saigon
	11,342	10	1000	Capt. Tracon	Chao
	38,65	14	5500	Comdr. A. Met	Hongkong
	10,014	38	20,000		Kiukiang
				Lieut. Coquelin	Saigon
	303	7	6300	Lieut. Garraon	Hongkong
	350	7	803	Lieut. Saint-Saine	Saigon
	9376	38	20,200	Captain Ridoux	Saigon

9700	—	—	Lieut. Porter	Yokohama
—	—	—	Saiga	Haiphong
200	6	548	Lieut. Corfoaser	Saigon
807	7	330	Comdr. Sagot-Duvaux	Saigon
1250	8	2200	Commander Simon	Saigon
—	—	—	Lieut. Armbruster	Saigon
9700	12	18,600	Capt. Martel	Saigon
807	6	300	Lieut. de Chamin	Saigon
—	—	—	Capt. Grolas	Ching Hai

350	7	300	Mout. Lavisdiere	Tongkin
---	---	---	Mout. de Reinsch-Werth	Hongay
---	---	---	Mout. Glorieux	Saigon
9437	8	6071	Lt. Vincent de Brichignan	Saigon
---	---	---	Reserve	Saigon
1730	10	1700	Mout. Lebsil	Hongkong
---	---	---	Capt. Dupriez	Saigon
---	---	---	---	Yangon

250	8	—	Capt. Terquem	Salon
6150	3	450		Hongkong
123	7	500	Lieut. Brannon	Hongkong
11,030	95	14,000	Captain Wilkens	Kiangtseho
1000	10	1300	Comdr. Baxton M. Killeen	Thingao
1000	10	1800	Comdr. Kleck	Hongkong
4000	—	—	Capt. Wilhelmshaven	Tientsin
850	—	1844	Comdr. Rolken	Banchar

1009	8	875	Comdr. Lubbert	Tsingtao
—	—	—	Capt. Witschel	Hongkong
—	—	—	Capt. Lieut. Wing-Müller	Tsingtao
—	—	—	Capt. Lieut. Walter	Tsingtao
900	10	1300	Comdr. Abeken	Japan
170	5	1300	Capt. Lieut. Giebler	Yamato
—	3	500	Capt. Lieut. von Bulow	Yangtze River
—	8	500	Capt. Lieut. Ferboni	Yangtze River

3000	--	--	Capt. Marengo	Saigon
2300	10	7471	Captain B. P.	Shanghai
3600	--	--	Captain Proebstere	Shanghai
2498	29	7000	Capt. Pesento	Shanghai
2146	--	--	Baron de Saint Pierre	Hongkong
1980	14	4000	Captain d'Arzas Ribeiro	
790	--	--	Captain Carvalho	Macao

Destroyer	420	7	8000	Ensign A. K. Shoup	Philippines
	4600	—	—	Lieut. Woodward	Japan
	420	7	8000	Capt. Sargeant	Manila
Destroyer	420	7	8000	Lieut. Irwin	Hongkong
	600	10	208	Ensign Guy Witlock	Canton
	3100	56	4500	Commander Alex. Sharp	Manila
Destroyer	420	7	8000	Comd. E. P. Jones	Manila

5212	19	7600	Comdr. J. M. Robinson	Mailla
13,500	—	—	Capt. S. Staunton	Philippines
—	—	—	Comdr. O. J. Bouch	Mailla
destroyer	420	7	Reserve	Mailla
destroyer	420	7	Reserve	Mailla
—	660	10	Lt.-Comdr. H. Rodman	Mailla
13,500	—	—	Capt. T. C. McGlean	Philippines
13,500	—	—	Capt. B. B. Ingels	Mailla
13,500	—	—	Comdr. W. F. Clark	Mailla

12,000	—	—	Captain Logan	Yokohama
201	3	250	Ensign J. W. Hayward	Cavite
201	3	250	Ensign A. B. Reed	Cavite
690	—	—	Comdr. Stedtschi	Hongkong
—	—	—	Lieut. C. R. Train	—
4000	14	—	Comdr. J. O. Gilmore	Manila
8218	18	7500	Capt. F. F. Fletcher	Hongkong
13,500	—	—	Capt. Arnold	Manila

347	3	500	Lieut. F. L. Pinney	Shanghai
1897	8	1594	Commander W. L. Rodgers	Manila
12,000	50	12,609	Captain Franklin J. Drake	Manila

<p>Commander-in-Chief.</p> <p>ce De Jonquière, Second-in-Command.</p>	<p>'A HISTORY OF UNION CHURCH.</p>
---	------------------------------------

By G. TAYLOR, I. M. Customs,
 With Woodcuts
 [Reprinted from the *China Review*.]
 One of the Best Sketches of Formosa Life
 yet written.

By Rev. G. H. BONDFIELD
 DYER BALL, M.R.A.S.
 Edited by Rev. C. E. HICKLING
 To be had at the "CHINA MAIL" Office

Price	50 Cents.	S. Queen's Road Central.
CHINA MAIL Office, 6 Wyndham Street, Hongkong		Price \$1.00.

THE LEADING COGNAC

IS

J. & F. MARTELL'S

AS SUPPLIED TO THE
HOSPITALS

per doz. \$28.00.

SOLE AGENTS:

H. PRICE & CO.,

Wine and Spirit Merchants,

15, QUEEN'S ROAD CENTRAL.

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Birds,

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CLOCKS & OPTICAL GOODS

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All goods marked at present RATE of

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Hongkong, December 5, 1906. 2342

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TIENNES LACE, LADIES' SHOES,

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HONGKONG.

Hongkong, March 8, 1907. 2081

THE BACK DOOR.

A SKETCH OF WHAT MIGHT

HAPPEN.

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20 YEARS.

\$15.00...Per Case.

A. S. WATSON & CO.,

LIMITED,

ALEXANDRA

BUILDINGS.

Hongkong, March 23, 1907.

MARRIAGE.

THOMAS FRANK, On March 23, at H.B.M. Consulate-General, Shanghai, before Sir Polham Warren, K.C.M.G., and afterwards at the residence of the bride's parents, by the Rev. C. E. Darwent, M.A., JAMES ARTHUR HURVEY, Thomas to RUBY ELLEN, daughter of Capt. and Mrs. A. E. Flagg, of Shanghai.

DEATH.

SMITH.—On March 23, at Chefoo, Louis HENRY SMITH, aged 41 years.

MEMOS. FOR TO-MORROW.

Meeting.

11 a.m.—Meeting of Green Island Cement Co., Ltd., at Co.'s Office.

Miscellaneous.

2 p.m.—Circus at Causeway Bay.

Transfer Books of Union Insurance Society of Canton, Ltd., close from this date to 12th April, inclusive.

Transfer Books of Campbell, Moore & Co., Ltd., close from this date to 15th April inclusive.

Goods per *Prins Regent* unloaded and delivered after this date subject to rent.

General Memoranda.

THURSDAY, April 4.—

12.30 p.m.—Meeting of Hongkong Ice Co., Ltd., at Messrs Jardine, Matheson & Co.'s Office.

2.45 p.m.—Auction of Household Furniture, at No. 6, Cameron Villas the Park.

Goods per *Kumang* undelivered after 4 p.m. on this date will be landed.

FRIDAY, April 5.—

12.30 p.m.—Meeting of Hongkong and Kowloon Wharf & Godown Co., Ltd., at Messrs Jardine, Matheson & Co.'s Office.

2.30 p.m.—Auction of Household Furniture, at No. 31a, Pokfulam Road.

SATURDAY, April 6.—

7.45 p.m.—Annual Dinner of Hongkong Football Club, at Hongkong Hotel.

MONDAY, April 8.—

2.45 p.m.—Auction of Household Furniture, at No. 15, Knutsford Terrace, Kowloon.

3 p.m.—Auction of Crown Land at the Public Works Department's Office.

THURSDAY, April 11.—

11 a.m.—Meeting of Hongkong Land Investment & Agency Co., Ltd., at Co.'s Office.

11.15 a.m.—Meeting of Hongkong Land Reclamation Co., Ltd., at Co.'s Office.

SATURDAY, April 13.—

Noon.—Meeting of Union Insurance Society of Canton, Ltd., at Head Office.

12.30 p.m.—Meeting of China Sugar Refining Co., Ltd., at Messrs Jardine, Matheson & Co.'s Office.

12.45 p.m.—Meeting of Lozon Sugar Refining Co., Ltd., at Messrs Jardine, Matheson & Co.'s Office.

The China Mail.

HONGKONG, TUESDAY, APRIL 2, 1907.

A SIGNIFICANT BY-ELECTION.

Those who are interested in Home politics will have remarked the significance of the by-election for the Brigg Division of Lincolnshire. Until last February the Liberals have practically had a mortgage over that electorate. In 1885 the Liberal candidate secured a majority of 778. At the next election the Liberal increased his majority to 822. When the followers of Sir Henry Campbell-Bannerman swept the country at the general election in 1905 the Liberal candidate for Brigg Division gained a majority over the Unionist of 1726. Thus it will be noticed that the Liberal majority steadily increased election by election. In each case the issue was fairly fought out between a Liberal and a Unionist, there being no disturbing factor in the shape of a Labour candidate. Similar conditions prevailed at the by-election in February. It was a stupendous task that the Unionist had to face. An adverse majority of 1726 would be enough to daunt most men but the Unionist candidate, Sir Berkeley Sheffield, was undeterred. The contest was a strenuous one from start to finish but Sir Berkeley Sheffield won by a majority of 116. This is undoubtedly a notable victory and the figures are worth analysis. No less than 892 more votes were cast than at the general election, which is in itself a transposition of the usual order of things. The Unionists increased their poll by 1362 votes whilst that of the Liberals was reduced by 480. Of course it would be ridiculous to suppose that a single by-election could be taken as a fair indication of the trend of public opinion. But such a sweeping victory as that gained at the Brigg Division is in itself significant and when taken in conjunction with other by-elections it becomes even ominous for the Government. One other by-election has been won by the Unionists—that at Cockermonth. But when the votes recorded at the general elections are contrasted with those cast at the by-elections it

will be seen that the Liberals have been steadily losing ground. In the constituencies in which there have been by-elections, at the general elections the votes recorded were:—Unionists, 62,351; Liberals, 72,194, while at the by-elections the figures were:—Unionists, 64,153; Liberals, 59,153. Thus what was last year a Liberal majority of 9843 has become a Unionist majority of 5000. This appears to show that the constituencies are in a different frame of mind than when they gave Sir Henry Campbell-Bannerman his huge majority. And the political student will find ground for thought in the fact that Sir Berkeley Sheffield was an out-and-out fiscal reformer.

THE GOVERNOR.

Leaving the Colony.

We are informed that His Excellency the Governor is proceeding on leave to England on the 20th instant prior to taking up a new appointment. His Excellency's departure has nothing whatever to do with his health which is excellent.

This announcement is official.

SOCIAL AND PERSONAL.

Major-General Sir Henry Colville, K.C.M.G., has left England for a tour in the Far East.

On February 23 the first Salvation Army emigrant troop—1300 strong—of the year left England for Canada.

Lieut.-Colonel J. H. A. Anderson, commanding the Peking Legation Guard, has been promoted brevet colonel.

The engagement is announced, says the "Peking Pioneer," of Miss Spence, daughter of Mr. C. Edwin Spooner, C.M.G., General Manager, F.M.S. Railways, to Mr. Douglas Campbell, British Resident, Negri, Sembilan.

The Rev. Lord William and Lady Florence Cecil leave England towards the end of March for China, and will return in July by way of San Francisco and New York. Lord William is to attend a Christian Mission Conference at Shanghai as one of the representatives of the Church of England.

Another old Shanghai hand has passed away in the person of Mr. John Cooper, Land Estate and General Commission Agent. He arrived in Shanghai in 1834 and was till the late eighties connected with the firm of Messrs. Cumine and Co., when he started on his own account. He was well known throughout China and had many friends who will miss his genial society. He leaves a wife behind to mourn his loss, with whom we sympathise. He died on March 24 at the age of 64 years.

Lieutenant-Colonel W. Scott-Moncrieff, Middlesex Regiment, commanding the 3rd Battalion of the gallant "Dishards" of Hongkong, has been promoted brevet-colonel on completing three years at the head of that battalion. Colonel Scott-Moncrieff has been associated with the Middlesex Regiment for nearly 29 years, having joined the old 57th Regiment in May, 1878. He served with the 57th in the Zulu War, 1879, including the action of Ginghloro (medal with clasp); and with the Middlesex Regiment in the South African War, from the fighting for the relief of Ladysmith to the action of Spion Kop, where he was badly wounded. His services were recognised by mention in despatches, and he received the Queen's medal with two clasps—*The T. and C. Express*.

Another April Fool's Day has come and gone. There are many who do not appreciate having to commence any new enterprise or embark on any expedition on this date, but it is questionable whether after all there is anything unfortunate about it. Our worthy knight Sir Paul Chater landed in Hongkong on April Fool's Day, 43 years ago. All will agree that it has had no bad effect upon his health or his pocket, nor has it worked detrimentally to the Colony. Hongkong is the richer by Sir Paul's coming. It is safe to say there would have been no Peking reclamation had his perseverance not been behind the scheme and many other improvements of considerable importance owe their origin to his foresight and pluck. May he live many more years to see April Fool's Days come and go, and may the example he has set be followed by others who should have interest in the Colony and its future. Sir Paul started here at \$25 per month.

RHEUMATIC PAINS RELIEVED.

NO one need now suffer the agonising pains of rheumatism, there is no thing so good for a lame shoulder as Chamberlain's Pain Balm. This fact has been clearly demonstrated in many thousands of cases. This liniment relieves the pain and makes sleep and rest possible, which is alone worth many times its cost. Many have been permanently cured of rheumatism by the use of this liniment. For sale by all chemists and druggists.

BY TELEGRAPH. BY TELEGRAPH.

THE HAGUE CONFERENCE.

Germany and England.

(Exclusive Service, supplied by Reuters, via Bombay).

In reply to an enquiry Herr Von Tschirschky, German Minister for Foreign Affairs, has telegraphed to the *Tribune* that the statement with reference to the possibility of Germany retiring from the Hague Conference unless the British proposals were withdrawn is without foundation.

Red Cross Ships.

(From Our Correspondent.)

Tokyo, April 1.

It has already been decided that at the Hague Conference the Powers will agree that the materials used for the construction of the Red-Cross Society's ships would in future be exempt from duty.

ROUMANIA.

The Riots Quelled.

(Exclusive Service, supplied by Reuters, via Bombay).

London, April 1.

It is officially claimed that the riots in Roumania have been everywhere suppressed.

THE ARBROATH DISASTER.

Driver's Sentence Lessened.

(Exclusive Service, supplied by Reuters, via Bombay).

London, April 1.

Gourly, the driver of the train which met with disaster at Arbroath, who was sentenced to five months' imprisonment, has had the sentence reduced to three months.

LOCAL AND COAST NEWS.

The German Mail of the 27th Feb. was delivered in London on the 30th March.

The Russian Minister for Commerce is on the way to Kalka, where he is to inspect the railway line between Kalka and Kalgan as well as gold mines in Idaho.

It is reported that a famine is being experienced by the natives of the Pescadore, Formosa. Dried potatoes are being largely shipped from Nagasaki for the relief of the sufferers.

The Harbour Master's report for 1906 appears in the *Government Gazette*. On March 4 and 5 we referred to the main items of interest in the shipping report, which are now dealt with in greater detail. The report is a voluminous document and includes an excellent diagram showing the progress of shipping since 1897 to date.

The *Japan Times* notes that at present some 350 foreign tourists are staying at hotels in Yokohama and Tokyo, and this particular branch of the hotel trade in Japan is now in a very flourishing condition. Most of the tourists are American, English and German coming past in number. Apart from these quite a number of tourists are staying at Nikko, Kawazawa, Hakone, and elsewhere.

The Typhoon.

The following telegram was received by the American Consulate-General at 11.30 p.m., April 1st:—The typhoon in the Pacific north of the Western Carolines is moving probably W.N.W. with tendency to recurve.

The commercial travellers of America have organized a penny fund, with the object of buying Mrs. Thaw a medal, which, it is intended, shall mark the appreciation of the heroism she has displayed while testifying in the defence of her husband. Boxes for the collection of contributions are to be placed in every hotel in the United States.

LAME SHOULDER.

WHETHER resulting from a sprain or from rheumatic pain, there is no thing so good for a lame shoulder as Chamberlain's Pain Balm. Apply it freely and rub the parts vigorously at each application and a quick cure is certain. For sale by all chemists and druggists.

THE WUHU REBELS.

The Leader Captured.

(From Our Correspondent.)

SHANGHAI, April 1.

Tao Kotsie, the leader of the rioters at Wuhu, was arrested while posting inflammatory placards. He was sentenced to be hung in the wooden cage.

RUSSIA IN CHINA.

Heilungkiang Evacuated.

(From Our Correspondent.)

SHANGHAI, April 1.

The Russian troops evacuated Heilungkiang on March 28.

Seeking Privileges.

M. Pokstiloff has asked the Waivupu to grant Russia the same privileges in Mongolia as are granted to the Japanese who reside in Kirin.

RIFLES FOR CHINA.

A Large Order.

(From Our Correspondent.)

SHANGHAI, April 2.

The President of the Army Board has ordered 20,000,000 rifles of the latest pattern through a German firm.

MORE TROUBLE.

Christians in Conflict.

(From Our Correspondent.)

SHANGHAI, April 2.

Troops have been despatched to quell a serious conflict between Christians and the people of Nanfenghsien.

OUR RAILWAY.

Shares Eagerly Taken Up.

(From Our Correspondent.)

PEKING, April 1.

Shares in the Canton-Kowloon railway are being eagerly taken up locally.

MANCHURIAN RAILWAY.

Management Transferred.

(From Our Correspondent.)

Tokyo, April 2.

The management of the Manchurian Railway has been transferred to the new Manchurian Railway Company.

THE "ZIGZAGS."

Amusement at Causeway Bay.

Last night quite a crowd of residents found enjoyment at Causeway Bay. There the "Zigzag" Variety Company opened a short season in the Colony, and judging by the laughter created and the applause evoked they will do well. The by-play of the clowns—especially the bull-fight—is screamingly funny, and amongst "turns" of more than passing interest were the acrobatic performances of the Brothers Durval, who did some excellent work on

COMPANY MEETINGS.

Canton Insurance Company, Ltd.

An extraordinary general meeting of shareholders in the Canton Insurance Company, Limited, was held at the offices of the general agents, Messrs Jardine, Matheson and Company, at 11 a.m. Hon. Mr. W. J. Gresson was in the chair and there were also present—Sir Paul Chater, Messrs H. P. White, F. Maitland, G. C. Moxon, L. N. Leefe (secretary), W. J. Saunders, H. P. Smith, F. C. Potts, Chan San, Wong Loung Hin, Ho Fook, Kok Kam Yim and Ho U Shang.

The secretary read the notice convening the meeting and the resolutions relating to the Articles of Association.

The Chairman—Before the resolutions which have just been read are proposed it is necessary that I should briefly refer to the alteration in Article No. 14 which provides that the remuneration of the General Agents shall be increased to \$15,000. This article was drawn up in the present shape in 1881 and it is unnecessary for me to dilate upon the value of the dollar now as compared with what it was then. The increase in the cost of living in Hongkong has caused an increase in the cost of salaries, rent and other expenses that we have to pay and the existing allowance of \$10,000 is no longer sufficient to meet these disbursements. It is now proposed to increase the allowance to \$15,000, for which I think there is ample justification.

Mr. Maitland proposed the adoption of the first resolution.

Mr. Moxon seconded and the motion was carried.

Mr. Saunders proposed and Mr. Ho Fook seconded the adoption of the second resolution, which was carried.

The Chairman—I thank you for your attendance, gentlemen.

Hongkong Fire Insurance Company.

An extraordinary general meeting of the Hongkong Fire Insurance Company was held at Messrs Jardine, Matheson and Company at 11.30. Hon. Mr. W. J. Gresson was in the chair and there were also present—Sir Paul Chater, Messrs H. P. White, F. Maitland, A. J. Raymond, L. N. Leefe (secretary), C. H. Ross, W. E. Cruickshank, A. Turner, Captain W. E. Clarke, Ho Fook, and Wong Loung Hin.

The secretary read the notice convening the meeting and the resolution.

The Chairman—Gentlemen, you have just heard the resolution, which is to be proposed, read out, but before it is put to the meeting, it is perhaps advisable that I should make a few explanatory remarks having reference to that portion which deals with the appropriation of the annual profits of the Company. Hitherto the Articles of Association have provided that not more than ten per cent. of a year's profits, can be put to reserve, and however in offensive such a restriction may have been in the early stages of the Company's history your consulting committee are unanimous in holding that it should now be altered. The results of fire insurance, as annually presented, are of a very variable character; the business is highly susceptible to the law of averages and it is only by distributing losses over a long period—that is by laying aside a portion of the profits earned in good years to meet years of large losses—that the continued prosperity of a Company can be looked for. It must moreover be remembered that every appropriation to reserve means an increase in the income derived from interest and an increase in the capacity of the company to pay dividends. The alterations which we to-day seek to make in our Articles will, when passed, make it a matter of annual consideration what the dividend and appropriation to reserve shall be and will thus place us in the position common to most companies.

Mr. Turner proposed the first resolution; Mr. Wong Loung Hin seconded, and it was carried.

Captain Clarke proposed the adoption of the second resolution; Mr. Ho Fook seconded and it was carried.

The Chairman—I thank you for your attendance, gentlemen.

THE TUNGKUN RIOTS.

An Aftermath.

(From Our Correspondent.)
CANTON, APRIL 1.

After the riots at Tungkun, the Viceroy did two things. He ordered that rice be sent to those who were starving, and then he ordered the arrest of two of the ring-leaders and, after some sort of an examination, these two unfortunate men were beheaded. But the affair does not appear to have stopped there. Two merchants, named Fung and Hong, have petitioned the Tungkun magistrate and appealed against the action of the soldiers; which, they affirm, was unequalled for especially as they used their firearms and so goaded the rioters on to do what otherwise perhaps they would have hesitated to attempt. It appears that the magistrate himself thinks that those who have appealed have some ground for their complaint. He has therefore ordered that the Captain in charge of the soldiers be discharged at once, and that the soldiers, who were known to have used weapons, be arrested, and submitted to a trial as to the necessity or otherwise of the strong course adopted. These soldiers have now been arrested, and with their captain are awaiting the examination that has been ordered. What the result will be cannot yet be known as the trial has not yet taken place. So the affair seems to be rather mixed and it would appear as if the execution of the two ring-leading rioters was somewhat premature.

CANTON-HANKOW RAILWAY.

More Trouble.

(From Our Correspondent.)
CANTON, APRIL 1.

It appears that some of the shareholders of the Canton-Hankow railway, because of the stir that Young and Chan have made, by suggesting that the money affairs are not straight, have tried to prevent them from attending the recent shareholders' meetings. A private gathering was held, and, after much discussion, it was suggested that, if they were present the meeting should dissolve itself. This, however, was said to be impossible. It was also said that it would be very difficult to prevent them from attending the meetings.

Some of those who were most opposed to the two men then suggested that ruffians should be hired strong of limb and full of courage, and that these men should be presented with long robes and furnished with tickets of admission into the Company's meeting. At the same time it was arranged that these disguised ruffians should be furnished with private signs.

If then when the meeting was called, and Young and Chan showed any sign of making themselves unpleasant to the others, the secret sign should be the guide for action. The ruffians would then rise upon the two unwelcome shareholders and expel them from the meeting, without furnishing them with any reason for the action taken. Things therefore have come to a fine pass that such methods must be followed, in order to carry out the purposes of the majority.

Mr. Maitland proposed the adoption of the second resolution, which was carried.

The Chairman—I thank you for your attendance, gentlemen.

A PARTNERSHIP DISPUTE.

Who Has the Books?

In the Summary Jurisdiction of the Supreme Court this morning, before His Honour Mr. A. G. Wise (Puisne Judge) Lau Fat asked for a dissolution of his partnership with Tsoi Ching. The pair carried on business under the style of the Hung Sang firm, Des Vaux Road.

Mr. F. X. D'Almada e Castro appeared for the plaintiff and Mr. R. A. Harding for the defendant.

Though Mr. Harding did not oppose the dissolution he pointed out that the question was one of costs. The capital—\$200 each—was paid in for a partnership at will and either partner could retire when he chose. He was not in a position to deliver up an account of the firm's business as Mr. D'Almada's client had possession of three of the books—two cash books and one sales book—without which it was impossible to make up an account.

The Puisne Judge—Perhaps he will produce them?

Mr. D'Almada—We have only one.

Mr. Harding—I understand there are three. My client made a complaint to the police respecting their removal from the firm's place of business.

The Puisne Judge—You had better take the usual order, costs reserved, with liberty to apply. All books to be brought to the Court shroff.

In another action Tsoi Tung On Tung sued Lau Fat for \$62.40, money lent on a promissory note. Mr. Harding represented the plaintiff and Mr. D'Almada the defendant.

Mr. D'Almada—My defence is that the money was paid to the partnership.

The Puisne Judge—The case had better stand over as the shroff will either include or exclude this amount. Then you (Mr. Harding) can take action if necessary. It is adjourned sine die.

Yet another case concerning the same parties was called on. This time the Shiu Lau Ahn sued the Hung Sang firm for \$418.88. Mr. Harding appeared for the plaintiffs and Mr. D'Almada for Lau Fat, one of the partners.

Mr. D'Almada asked for an adjournment as the claim concerned the partnership now being dissolved.

Mr. Harding pointed out that the claim was one for goods sold and delivered. Any dispute between the partners did not concern his clients.

Mr. D'Almada—Until the accounts are gone into we do not know whether we owe the money.

Mr. Harding—I'll prove that.

Mr. D'Almada—I would ask for a stay of execution, in any case.

The Puisne Judge—I should certainly stay execution; I do not see what is the use of going on.

Mr. Harding—My clients have nothing to do with disputes between the partners.

Mr. D'Almada—The plaintiffs are acting in collusion with Tsoi Ching, whom Mr. Harding appeared for in the last case.

The Puisne Judge—Do you sue your own client?

Mr. Harding—I sue both partners on behalf of the Shiu Lau Ahn.

The Puisne Judge—This case will have to be adjourned.

Mr. Harding—Will your Lordship give me judgment and stay execution?

The Puisne Judge—No, you would not take it when it was offered.

Mr. Harding—Will your Lordship refer to the particulars filed—details of the goods.

The Puisne Judge—No. Adjourned sine die.

GOT IT ALMOST WARM.

When the thermometer dropped below zero Mrs Rogers was much disturbed by the thought that Huldah, the new kitchen maid, slept in an unheated room.

"Huldah," she said, remembering the good old custom of her girlhood, "it's going to be pretty cold to-night. I think you had better take a flat-iron to bed with you."

Mrs Rogers, happy in the belief that her maid was comfortably, slept soundly. In the morning she visited the kitchen.

"Well, Huldah, how did you get along with the flat-iron?"

Huldah breathed a deep sigh of recollection.

"Well, ma'am, I got it 'most warm before morning."

KIDNAPPING COOLIES.

(From Our Correspondent.)

CANTON, APRIL 1.

A short time ago the Viceroy sent Wan Tao Ko to Hongkong to ascertain, if possible, who is responsible for the kidnapping of Chinese coolies. He appears to have discovered that these coolies have usually been kidnapped at Swatow, and that the native Customs officials have not only been cognizant of what has been going on but also have received bribes in order to keep their mouths shut. The Viceroy has therefore now ordered that the 'District Magistrate Shum, who reigns over the hinterland behind Swatow, such as Ka Ying Chau, Wai Chao, to appear in person in Canton when he will be severely reprimanded.

BY WHARF AND WAVE.

The "Hosan-maru" (2,600 tons) being built at the same yard to the order of the Osaka Shosen Kaisha, is to be launched on April 12.

The steamship "Europe," one of the ships raised from the bottom of Port Arthur, arrived at Nagasaki on March 21 from Sasebo for repairs.

The "Chu-hu," the fifth of six gunboats ordered from the Kawasaki Dockyard, Kobe, by the Viceroy of Hukwang, was to be launched on April 1.

A telegram from Yokohama to Shanghai, dated March 23, says: Captain Franko and the other officers of the G.N.S. "Dakota" made a final report to-day to the American Consul-General and will leave for Seattle on April 3.

The first class armoured cruiser "Bedford," Captain E. S. Erskine, whose departure for the China Station was delayed owing to a heated bearing in her port engine, whilst undergoing her commissioning trials in the North Sea, completed her trials towards the end of February, and subsequently left for her station.

A message from Shirahama on March 21 stated that the salvage of the cargo of the steamer "Dakota" had commenced under the supervision of Mr. Yamashina, marine works contractor, and that 16,000 bales of cotton and some American flour had already been salvaged.

Messrs. Harland and Wolff, of Belfast, have received an order for the construction of what is said to be the largest twin-screw steamer in the world.

The new vessel is intended for the Hamburg-American line. One of the principal features will be a swimming bath, which is to be introduced for the first time on an Atlantic steamer. The new vessel will be named "George Washington," and she is to be ready next spring.

The Royal Commission appointed to inquire into the operation of shipping rings, held its first sitting on February 26. Evidence as to the working of the deferred rebate system was given by Mr. W. G. Soper, chairman of the South African Merchants' Committee. He said the system was now operating on all the steam lines trading from the United Kingdom, Germany, Norway, and Sweden, but was not at present operating on steam lines from America and Canada. He described what that system of rebates was. It arose from a conference agreement, whereby if merchants agreed to send all their goods by the "Conference lines" they should receive a commission of 10 per cent. The agreement provided that the merchants should ship exclusively by the vessels of the following companies: The Union Castle, the Clan Line, the Bucknall Line, the Natal Direct Line, Fuller, King, and Co., the Aberdeen Direct, the Ellerman-Harrison Line, and the Houston Line. "I have never been able to understand," Mr. Soper added, "why it is that whilst all this agitation has been going on against the combination of steamship lines you never hear a word against the combination of the railway companies." He had not the slightest idea why this general, emphatic, and almost fanatical opposition to rebates existed in South Africa. The Commission adjourned.

WEATHER REPORT.

The following notices is issued by Mr. Figg of the Hongkong Observatory:—
On the 2nd at 12.25 p.m.—The depression noted yesterday has passed to the E. of Japan.

Pressure has increased quickly over S. Japan, and given way slightly on the China coast. It is highest over S. China.

Gradients are easier, and fresh monsoon may be expected in the Formosa Channel and the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow.

1.—Hongkong and neighbourhood: N.E. winds, moderate & cloudy, probably some rain.

2.—Formosa Channel: N.E. winds, fresh.

3.—South coast of China between Hongkong and Lamma: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 2.

Grass brushes are used by artists who decorate china. They are made of glass fibres so thin that they seem like spun silk.

This name California first appeared in an anonymous Spanish romance published in 1510. It told of an Amazon queen, Calafia, whose realm was called California.

SPORTING.

Boxing.

THE HEAVY-WEIGHT CHAMPIONSHIP.

The contest for the heavy-weight championship of England between Gunner Moir, late of the Royal Art. (holder of the title), and "Tiger" Smith, of the 11th Hussars, took place on Feb. 25, at the National Sporting Club, Covent Garden, before a company which completely filled the building. Moir gained his position by defeating the previous champion, John Palmer, of New-castle-on-Tyne, in October but Smith, who was formerly champion of the Services, has only recently returned from India, where he proved invincible against all comers. On his arrival here he settled the pretensions of a famous Navy boxer in Scaman Kelly in a brief space of time, and his prowess on that occasion, together with his unorthodox methods—he boxes right foot first—induced his friends to match him against Moir. Moir, it should be stated, is 5 ft. 9 in. in height and, roughly, 13 st. in weight—some three inches taller and well over a stone heavier than Smith. In addition to the title victory on Feb. 25 carried with it the handsome sum of £1,350 in purse and stake money.

Considering that the fight, which was arranged for twenty rounds, was all over in less than three minutes, it was disappointing, but while it did last there was some terrific hitting and any amount of excitement. As was expected, the first heavy blow told, and Moir delivered in the first thirty seconds on the body, and knocked his man off his feet. Smith staggered up, and throwing all attempts at boxing to the wind, the men rushed at each other, and while Smith landed on the body with an awkward left, Moir again got home with the left under the heart and the right on the mouth. Smith again went down heavily, and was very nearly out. However, he recovered, and as his opponent came rushing in he headed him with a flush hit on the body which had been able to follow it up, might have won him the match. He was too weak, however, and Moir, recovering first once more, dashed in and, showing no mercy, drove him against the ropes, and at the end of 3 min. 45 sec. succeeded in knocking him out. Thus the championship of £1,350 went to a man less than one round. It was the triumph of the more powerful and more experienced boxer. Smith undoubtedly tried to give far too much away. There was considerable enthusiasm at the end.

REPAIRING SHIPS' FRAMES.

Interesting New Process.

The repair of stern frames and other parts of large steamers, says the London Standard, is undoubtedly a question of great importance to all marine engineers. The usual practice in this country in cases of fractures involves either a new frame or patching the fracture by means of plates riveted or bolted around the frame, but both processes are expensive, and occupy a considerable time, during which the ship is laid up.

An ideal process for such work, offering rapid and economical method of repair, is stated to be the Aluminio Thermic welding process, invented by Dr. Goldschmidt. We are informed that this process has been adopted in many ports outside the United Kingdom for some years, with every satisfaction, and the German Lloyd's Committee have now formally sanctioned such repairs with certain stipulations as to inspection.

The process has, however, not yet been applied to large repairs on steamers in this country, which is why the choice with the English and Scottish register companies is to have their principal surveyors, after which the repaired frame will be placed at their disposal to carry out whatever tests they may desire. The demonstration will take place by permission of the Thames Iron Works and Shipbuilding Co., Ltd., at their Dry Dock (Limited), at their dry dock department. This is due to the fact that the chief surveyors of Lloyd's have not themselves, up to the present, had an opportunity of witnessing and testing repairs made by the process. This is now to be remedied, and those interested in this class of work will shortly be able to see the process carried out under practical circumstances. A demonstration is to be given on the 12th and 15th April, which, it is expected, will excite much interest amongst those responsible for large repairs in our shipyards.

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When Wu San-kuei found that Peking was surrounded by rebels—almost the whole Empire was in rebellion at that time—and in danger of falling, his anxiety for the safety of a favourite concubine whom he had left in the capital caused him to invite the Manchus to help him to raise the siege of Peking. Nothing loath, the Manchus under their Heir-Apparent (subsequently Shun Chih, the first of the Manchus Emperors) crossed the frontiers and by a fortunate string of circumstances assisted in driving away the rebels, and thus saved the capital.

The Manchus, however, the unfortunate Chung Chih, the last Emperor of the Ming dynasty, thinking all lost, committed suicide in his palace. The Manchus held Peking at the time their leader proclaimed himself Emperor of China. Wu San-kuei finding himself too weak to drive off the Tartars gave his allegiance to them, was created Prince of Yunnan and sent there to rule his principality.

Repenting of his disloyalty to his own sovereign, the late Chung Chih, Wu San-kuei rebelled against the Manchus, was defeated by them and subsequently lost his life.

A raw in Grace Church, one of the wealthiest and most fashionable churches in New York, was recently sold by auction for \$738. The rest of the pew is £17 annually.

Residents of England have £110,000,000 invested in mortgages in foreign countries. These investments annually drain the foreign countries of about £5,500,000 in gold cash.

BEWARE OF A COUGH.

NOW is the time to get rid of that cough, for if you let it hang on, no one can tell what the end may be. Others have been cured of their cough very quickly by using Chamberlain's Cough Remedy. Why not you? Try it and you will be surprised at the quick relief which it affords. Sold by all chemists and storekeepers.

INCAUTIOUS FRUIT EATING.

BOWEL complaints are always more or less prevalent during the fruit season and an attack is liable to come on without warning, it is best to keep a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the home. This medicine is well known for the prompt cure of many serious illnesses is avoided by having it at hand when needed. For sale by all chemists and storekeepers.

THE ANHUI MINING CONTRACT.

COUNT WITTE'S INCOME.

Sir Edward Sassoon in February asked the Secretary of State for Foreign Affairs: Whether any written reply has been received to a note on the subject of the Anhui mining final contract, presented by his Majesty's Minister in Peking to the Chinese Government on Oct. 24, 1905; and, in view of the fact that the Chinese have had, since Jan. 5 last, presented to them a plan by which the London and China Syndicate offer the Chinese the opportunity to participate to the extent of forty per cent. in the development of the Anhui mining concession, whether he would consider the desirability of sending a telegram to his Majesty's Minister at Peking to ask for the decision of the Chinese on this proposal, so that the London and China Syndicate may immediately commence work on the Anhui mining concession.

Sir Edward Grey: The reply to the first part of the question is in the negative. In regard to the second part, it is understood that, as a result of his instructions, his Majesty's Minister is doing all he can at Peking to secure the acceptance of the proposed arrangement for Chinese participation. In these circumstances, there seems to be no good reason for sending further instructions to his Majesty's Minister, who is, of course, keeping in touch with the London and China Syndicate's agents in China.

CHINA'S SOUTHERN RAILWAYS.

The Type of Cars.

The American Consul-General at this port (Mr. A. P. Wilder) in declaring that the Wason Manufacturing Company, of Springfield, Mass., secured a contract for the first railway passenger cars to be used on the main line of the Canton-Hankow Railway remarks:—"It is expected that 12 miles of the line will be completed by December, connecting Canton with towns of importance, and the Wason cars will be used on these 12 miles which built, and farther north as the track is laid. Half of the full order of the 17 cars is to be delivered by April 1. The traditional objections of the Chinese to an innovation of this sort have abated, and one hears little or nothing of the fears and alarms lest the graves of ancestors be disturbed. The Wason Company, in securing this order for cars through their representative dealt directly with the president and director of the line, a Chinese gentleman. From Hongkong northward Canton (90 miles away) the section within the British colony is being rapidly pushed by the English on modern lines, and it must be that this object lesson and the honest application of funds will impress the Chinese, who are suffering from a lack of confidence. There has been a contest between representatives of car companies of different countries to get their cars in on this new line. The effect of this early order for cars is to practically standardise the roads of South China, the American type (corridor cars) as against compartment cars, in the making of which American companies can scarcely compete with Europeans."

AN EXTRAORDINARY HONOUR.

The N. C. Daily News understands from its native correspondent in Peking that Prince Ching has recommended to their Imperial Majesties the propriety of advancing Duke Yen Sheng to the rank of a Prince, in view of the extraordinary honours recently bestowed upon his illustrious ancestor, the great sage of China, Confucius.

There has only been one Chinese, so far, created a Prince by the Manchus since coming into China 250 years ago. This was Wu San-kuei, the Chinese General who kept the Great Wall at Shanhaikuan against the incursions of the Manchus who were ever trying to get into China.

When Wu San-kuei found that Peking was surrounded by rebels—almost the whole Empire was in rebellion at that time—and in danger of falling, his anxiety for the safety of a favourite concubine whom he had left in the capital caused him to invite the Manchus to help him to raise the siege of Peking. Nothing loath, the Manchus under their Heir-Apparent (subsequently Shun Chih, the first of the Manchus Emperors) crossed the frontiers and by a fortunate string of circumstances assisted in driving away the rebels, and thus saved the capital.

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COUNT WITTE'S INCOME.

Sr. PTERASUBO, Jan. 13.

In order to destroy the impression that Count Witte has accumulated vast wealth from his Government service, one of his friends has published an account of his income and expenditure in a newspaper which is widely read among the poor here.

The writer states that Count Witte's actual salary from the Government at the present moment is only £200, which he receives

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

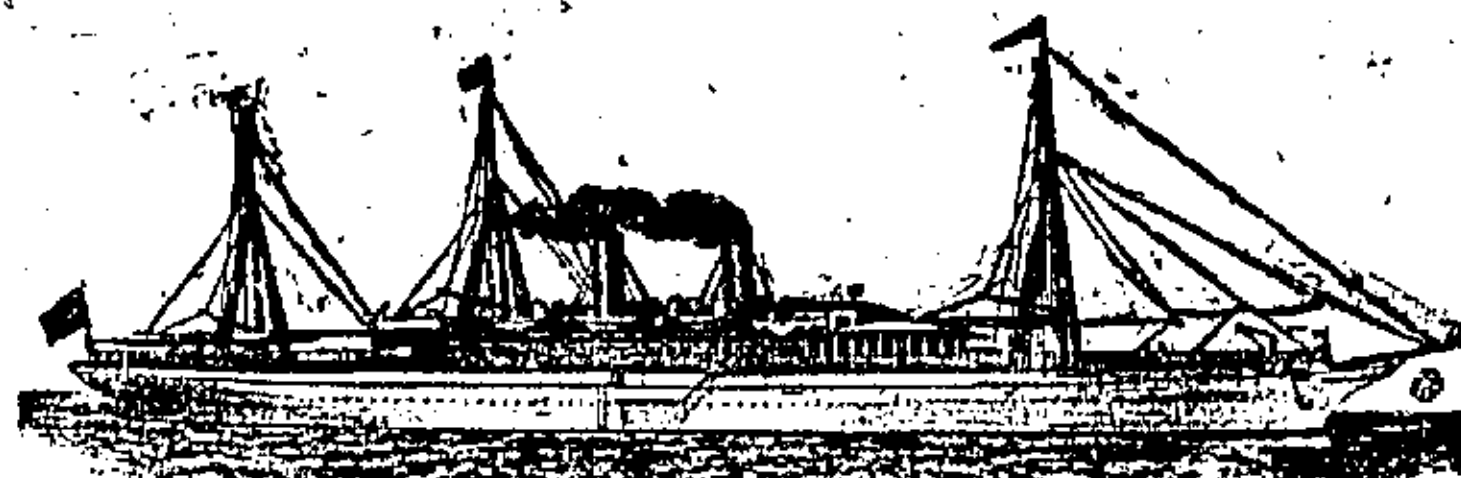
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

PORTS	VESSELS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE, FORMOSA, AND YOKOHAMA	ARCADIA	About 4th April	Freight and Passage.
SHANGHAI	ARCADIA	About 4th April	Freight and Passage.
LONDON, via usual ports	MALTA	Noon, 6th April	See Special Advertisement.
MARSEILLES, LONDON (NILE), AND ANTWERP	NILE	About 10th April	Freight and Passage.

E. A. HEWETT, Superintendent

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.

The only Line that maintains a Regular Schedule Service of 11 Days across the Pacific to the 'EMPIRE LINE' SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER. 12 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. EMPIRE OF CHINA	6000 Tons, Thursday, April 11, 1907, May 25.
ATHENIAN	3382 Tons, Wednesday, May 1, 1907, May 25.
EMPIRE OF INDIA	6000 Tons, Thursday, May 2, 1907, May 27.
EMPIRE OF JAPAN	6000 Tons, Friday, May 3, 1907, May 27.
EMPIRE OF AUSTRALIA	6000 Tons, Saturday, May 4, 1907, May 27.
EMPIRE OF AFRICA	6000 Tons, Sunday, May 5, 1907, May 27.
EMPIRE OF AMERICA	6000 Tons, Monday, May 6, 1907, May 27.
EMPIRE OF EUROPE	6000 Tons, Tuesday, May 7, 1907, May 27.
EMPIRE OF ASIA	6000 Tons, Wednesday, May 8, 1907, May 27.
EMPIRE OF OCEANIA	6000 Tons, Thursday, May 9, 1907, May 27.
EMPIRE OF AUSTRALIA	6000 Tons, Friday, May 10, 1907, May 27.
EMPIRE OF AFRICA	6000 Tons, Saturday, May 11, 1907, May 27.
EMPIRE OF AMERICA	6000 Tons, Sunday, May 12, 1907, May 27.
EMPIRE OF EUROPE	6000 Tons, Monday, May 13, 1907, May 27.
EMPIRE OF ASIA	6000 Tons, Tuesday, May 14, 1907, May 27.
EMPIRE OF OCEANIA	6000 Tons, Wednesday, May 15, 1907, May 27.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's new (partial) 'EMPIRE' Steamship, 14,000 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

U.S. M.S. MONTAGUE, TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage apply to General Traffic Agent for China, CORNER PRINCE STREET and PRINCE, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KAWACHI MARU, Capt. H. Petersen, Tons 6101	WEDNESDAY, 3rd April, at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., via SHANGHAI, MOJI, KOBE & YOKOHAMA.	YAMATO MARU, Capt. G. S. Lapraik, Tons 4860	TUESDAY, 2nd April, at 4 p.m.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, and BOMBAY.	YAMATO MARU, Capt. E. W. Haswell, Tons 5539	FRIDAY, 19th April, at Noon.
COLOMBO AND PORT SAID.	YAMATO MARU, Capt. E. W. Haswell, Tons 5539	FRIDAY, 19th April, at Noon.
KOBE AND YOKOHAMA.	YAMATO MARU, Capt. E. W. Haswell, Tons 5539	FRIDAY, 19th April, at Noon.
NAGASAKI, KOBE AND YOKOHAMA.	YAMATO MARU, Capt. E. W. Haswell, Tons 5539	FRIDAY, 19th April, at Noon.
SHANGHAI & KOBE.	YAMATO MARU, Capt. E. W. Haswell, Tons 5539	FRIDAY, 19th April, at Noon.

† Cargo only.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships
MINNESOTA - DAKOTA

28,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG
AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA', Captain C. F. AUBURN, On SATURDAY, 11th May, at Noon.

† Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.
† Luxurious passenger accommodations—Salon and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.
† Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.
† For convenience of colonial passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.
† For full information regarding freight or passage apply to

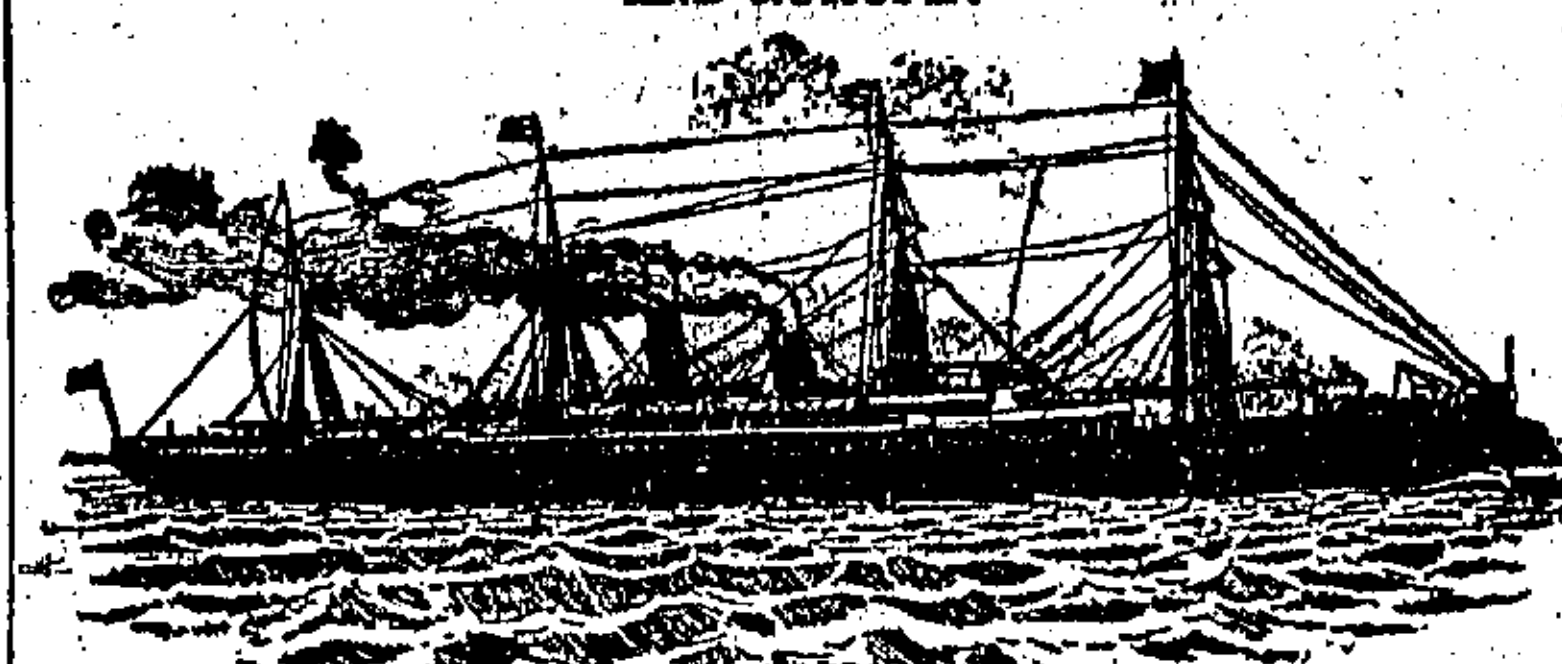
NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the Pacific, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	TONS.	CAPTAINS.	TO SAIL ON.
CHINA	10,500 Gross Tons		TUESDAY, 9th April, at Noon.
MONGOLIA	27,000		TUESDAY, 16th April, at Noon.
NIPPON MARU	11,000		SATURDAY, 20th April, at Noon.
DORIS	9,500		SATURDAY, 4th May, at Noon.
COPTIC	9,000		SATURDAY, 11th May, at Noon.
HONGKONG MARU	11,000		SATURDAY, 18th May, at Noon.
KOREA	18,000		SATURDAY, 1st June, at Noon.
AMERICA MARU	11,000		TUESDAY, 11th June, at Noon.
SIBERIA	11,000		TUESDAY, 18th June, at Noon.
CHINA	10,500		TUESDAY, 25th June, at Noon.

RECORD FAST TRIPS.
Yokohama to San Francisco, via S. KOREA, 18,000 tons, September 16-27th 1906; 10 days, 11 hours and 6 minutes.
San Francisco to Yokohama, via S. SIBERIA, 18,000 tons, August 16th-26th, 1906; 4 days, 19 hours.
San Francisco to Yokohama, via S. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1906, 15 days, 13 hours.
Yokohama to San Francisco, via S. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1906; 10 days, 10 hours and 29 minutes.

THE P. M. Steamship CHINA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 9th April, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Oregon and Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.
For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, via MOJI, KOBE & YOKOHAMA; FOR OREGON RAILROAD & NAVIGATION CO.

STEAMERS.	TONS.	CAPTAINS.	TO SAIL ON.
NIOBHEDIA	4870	G. MEINER	April 4, at Noon.
SOMANTIA	4871	FELDMANN	April 16, at Noon.
ARABIA	4463	MEYERHOF	May 6.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	KUANGSIANG	April 3, at 4 p.m.
SHANGHAI	HOIHOW	April 4, at 4 p.m.
CHINKIANG	TAMBOI	April 5, at 4 p.m.
CHEFOO AND NEWCHANG	KWIKIANG	April 6, at 4 p.m.
CEBU & ILOILO	SUNGKIANG	April 6, at 4 p.m.
SHANGHAI	SHAOHONG	April 8, at 4 p.m.
YOKOHAMA AND KOBE	HOIHOW	April 9, at 4 p.m.
MANILA	MEIANGANG	April 10, at 4 p.m.
THURSDAY ISLAND, COOKTOWN, OAHU, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGHWA	April 10, at 4 p.m.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Untravelling Table, A daily qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
† Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
N.B.—REDUCED JALCOON FARES, Single and Return, To Manila and Australian Ports.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
RUBI	2540	R. Almond	Amoy and Manila	Friday, Apr. 5, at 6 p.m.
ZAFIRO	2540	Fraser	Manila	Saturday, Apr. 13, at Noon.

For Freight or Passage, apply to
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HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT THE MALABAR COAST).	TO SAIL
S.S. ALBENGA	About 12th April.
S.S. ATHOLL	About the end of April.

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SHEWAN TOMES & CO., General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	CHOYSEANG	THURSDAY, April 4, Daylight.
MANILA	YUESEANG	FRIDAY, April 5, at 4 p.m.
SINGAPORE, PENANG AND CALCUTTA	KUMSEANG	SATURDAY, April 6, at 3 p.m.
TIENSIN	CHIPSING	SUNDAY, April 7, Daylight.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang, and Yangtze Ports.
† Taking Cargo on through Bills of Lading to Koda, Lahad Duta, Simpore, Tawau, Uluken, Jesselton and Labuan.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

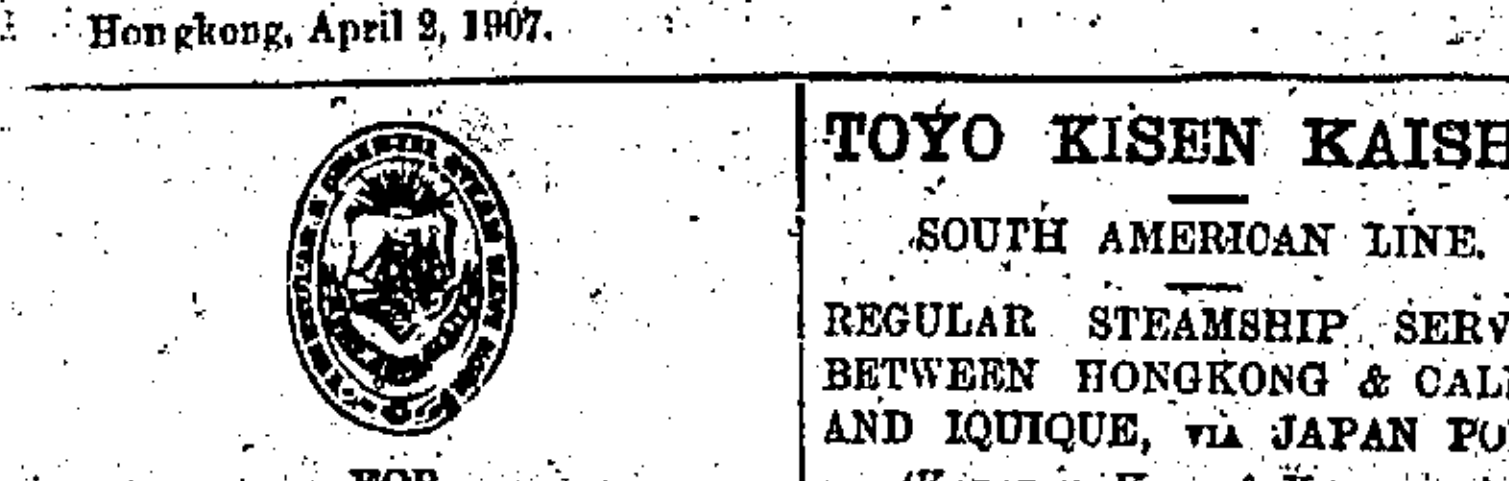
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAUDES, GENOA, GIBI, TARTAR, SOUTH AMPTON, ANTWERP AND BREMEN	ZIETEN, Capt. R. Meyer.	WEDNESDAY, Noon, April 10, 1907.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	PRINZ RITEL FRIEDRICH, Capt. E. Malebow.	WEDNESDAY, April 10, 1907.
MANILA, NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE	MANILA, Capt. J. Minssen.	THURSDAY, Noon, April 25, 1907.
YOKOHAMA AND KOBE	MANILA, Capt. J. Minssen.	FRIDAY, April 5, 1907.

For further Particulars, apply to

Norddeutscher Lloyd, MELOCHERS & CO., General Agents, Hongkong & China.

Hongkong, April 2, 1907.



TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG & CALLAO AND IQUIQUE, via JAPAN PORTS (KARAI U, KOBE & YOKOHAMA). WILL BE SENT TO VALPARAISO IF SUFFICIENT INDUCEMENT.

STEAMERS	TONS	TO SAIL
KASATO MARU	6100	April 15, at Noon.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.
The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.
K. MATSUDA, Manager, York Building, Hongkong, March 25, 1907.

THE STEAMSHIP MALTA, Captain R. A. PETERS.

Malta, will be despatched from this for BOMBAY, on SATURDAY, the 6th April, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's Steamship Molodova, 10,000 tons, from Colombo, Passengers' accommodation in which vessel is secured. Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. Egypt, due in London on the 18th May, 1907.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, March 11, 1907.

SHIRE LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship BRECONSHIRE will be despatched for the above ports on or about WEDNESDAY, the 10th April. For Freight and further particulars, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, March 18, 1907.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO, via PORTS.

THE Steamship APALACHEE will load for the above ports on or about SATURDAY, the 20th April. For freight and further particulars, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, March 20, 1907.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland) LAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EMPIRE.

Captain HILLS, will be despatched for the above Ports, on SATURDAY, the 27th April, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, March 6, 1907.

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Kumsang having arrived from the above Ports Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 p.m., the 4th inst., will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.
Hongkong, April 1, 1907.

694

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

CONSIGNEES OF CARGO per Steamship CHINA.

The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their goods from alongside.
Cargo impeding discharge and undelivered by WEDNESDAY, 3rd April, at Noon, will be landed and stored at Consignees' risk and expense. All Cargo undelivered by SATURDAY, 6th April, at Noon, will be subject to rent.
Broken, chafed, or damaged goods will be examined at the above Co.'s Godown on THURSDAY, 4th April, at 10 a.m.
No Fire Insurance will be effected.
S. SILVERSTONE, Agent.

Hongkong, April 1, 1907.

690

NOTICE TO CONSIGNEES.

STEAMER VILLE DE LA CIOTAT.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES OF Cargo from London.

ex s.s. Medoc, from HAVRE ex s.s. Medoc, from BORDAUX ex s.s. Ville de Bordeaux and Ville de France, arrived at Hongkong on the 28th inst. Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 a.m. To-day, requesting it to be landed here.
Bills of Lading will be countersigned by the undersigned. Goods remaining undelivered after MONDAY, the 8th April, at Noon, will be subject to rent and landing charges.
All Claims must be sent in to me on or before the 8th inst., or they will not be recognized.
All damaged packages will be examined on MONDAY, the 8th inst., at 3 p.m.
No Fire Insurance has been effected.
G. DE CHAMPEAUX, Agent.

Hongkong, April 1, 1907.

698

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ REGENT LUITPOLD having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, at Kowloon, whence delivery may be obtained. No Claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 3rd April, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 3rd April, at 8.30 a.m. All Claims must reach us before the 10th April, 1907, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.
NORDDEUTSCHER LLOYD, MELOCHERS & Co., Agents.

Hongkong, March 23, 1907.

692

The Chinese Mail.

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